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Hongkong Daily Press.

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[a2183]

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Inspection Invited.

Hongkong, 5th August, 1904. [1912]

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Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

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Inspection courteously invited.

Hongkong, 26th May, 1904. [1238]

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THESE premises, formerly known as the
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have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
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Cuisine a specialty.
For terms apply—

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Manager.

Hongkong, 7th October, 1904. [1621]

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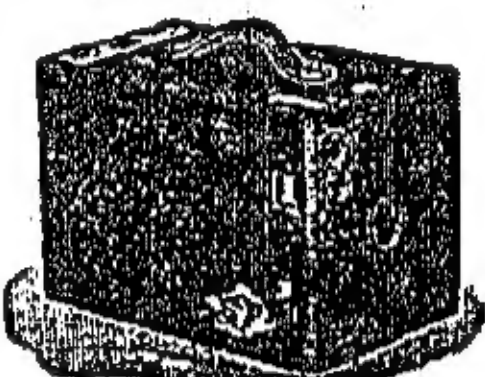
Hongkong, 24th August, 1904. [a1153]

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Hongkong, 15th August, 1904. [a38]

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AGENCIES THROUGHOUT THE EAST.

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Hongkong, 6th October, 1904. [a35]

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A BIG CHOCOLATE DEPARTMENT. THE MOST POPULAR IN TOWN
ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST
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CHOCOLATES, CHOCOLATES BY THE POUND OR BY THE BOX.

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[a37]

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Hongkong, 15th August, 1904. [a1708]

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Hongkong, 23rd September, 1904. [a34]

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[a33]

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[a32]

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Dining Accommodation for 300 persons.

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BIRTHS.

On 17th October, at Shanghai, the wife of P.
WIKOWSKI, of a son.
On 18th October, at No. 11, Seymour Road,
Hongkong, Mrs. A. WELLS, of a daughter. [2481]

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 19th, 1904.

The simple function at Shanghai on the 9th
instant, when the control of the Shanghai-
Woosung Railway was formally taken over
from the Chinese Imperial Administration by
the Board of Commissioners of the
Shanghai-Nanking Railway, though un-
attended by any great public demonstration,
was a matter of no small interest. The
handing over of a few miles of railway does
not of course appear a very important pro-
ceeding in itself, perhaps, even in China;
but as it practically marks the commence-
ment of active preparations for the con-
tinuation of the line to Soochow and Nan-
king it acquires an interest that a mere toy
line could not otherwise command. The
representatives of Messrs. JARDINE, MATHE-
SON & Co. and of the Hongkong and
Shanghai Banking Corporation were present
on behalf of the British and Chinese Cor-
poration, who have undertaken the con-
struction of the railway, and it is hoped
that His Excellency SUNG KUNG-PAO, who
was then unfortunately indisposed, will be
sufficiently recovered to cut the first sod of
the new line when the time arrives for that
ceremony to be performed.

The Shanghai-Woosung Railway, which
has thus been handed over to the British
and Chinese Corporation, has a bit of a
history. It is many years since the idea of
introducing railways into the Central King-
dom was first mooted, and in the sixties a toy
railway was presented to the then Emperor
in the hope that the innovation might com-

mend itself to the Chinese Government.
But the Emperor and the mandarins alike
looked askance at such a revolutionary idea,
and it was not until late in the seventies
that, permission having with great difficulty
been wrung from the local authorities to
construct a road from Shanghai to Woosung,
a track was made and a small railway laid.
The first section of this line was opened on
the 30th June, 1876, and soon afterwards
it was completed and opened to traffic, being
much patronised by the natives. But the
Chinese Government, who denied the right
of the projectors to lay a railway on the road,
were not thus to be got over. They re-
mainingly obstinately opposed to the railway,
and at length insisted upon exercising their
right to purchase it. This was reluctantly
accorded to, and the result was that after
running it for a short period they closed it
to traffic on the 21st October, 1877. After
remaining unused for a few months, a bright
idea struck the then Viceroy of Fuhien,
and on his suggestion it was torn up and
the rails and rolling stock were shipped to
Formosa, nominally to be laid there to
connect Takow and Tainan. The little line
was never utilised, however, and was allowed,
together with the rolling stock, to rust and
decay on the wharves at Takow. The object
of the Chinese Government had, however,
been attained; the dreaded innovation of
the iron horse was got rid of for the time.
Meantime in the adjoining Empire of Japan
it was introduced in the year 1872, and a
really great system of railways now spreads
from north to south of the Mikado's
dominions, along which vast armies have
lately been transported—armies that have
made the world ring with their prowess,
and which after first pricking the great
Celestial bubble have now shattered the
feet of the Russian Colossus.

The forward attempt to set back the clock
of progress by the Chinese Government in
1876 served to delay the inevitable for
nearly twenty years, but it did not avail to
banish the railway, as they had hoped, for
all time. Events marched, and pressure
grew weightier, as the ninth decade of the
nineteenth century commenced, but it was
not until nearly the close of 1895 that the
Throne consented to the construction of a
line from Shanghai to Soochow by the
provincial authorities. This line, about
eighty miles in length, was soon afterwards
commenced, and on the 1st September,
1898, the first section, from Shanghai to
Woosung, was opened to traffic. Owing to
want of funds it has not been continued,
but the British and Chinese Corporation,
who in 1900 obtained the concession to
make the railway to Soochow and Nanking,
have taken this pioneer line over, and thus
it comes about that the first railway made
in China has been repeated after an interval
long enough to enable Japan to construct a
whole system throughout the islands. The
line thus at last, let us hope, permanently
inaugurated, will probably prove the most
prosperous and important in the whole of
China. It will connect four great cities
and pass through a highly fertile and pro-
ductive country. As a commercial enter-
prise it cannot fail to prove a great success,
and it is much to be regretted that so much
valuable time has been wasted since the
concession for its construction by the British
syndicate was first obtained. Some difficul-
ties intervened, and as these have now been
happily surmounted, we trust the new line
will soon be completed throughout its entire
length to Nanking. This work will no
doubt be rapidly followed by the construc-
tion of the railway from Shanghai to Hang-
chow and Wenchow, and the Model
Settlement will in a few years become the
centre of an important railway system which
will still further add to its commercial
importance. The prospect should be a fresh
incentive to Hongkong to press with
unabated effort for the long deferred con-
nection with Canton by rail.

There were 2,739 Russian prisoners of war,
including 90 officers, in Japan on the 9th
instant.

It is reported from Tokyo that H. H. Prince
Karl Anton von Hohenzollern has made a dona-
tion of yen 860,000 to the poor at Tokyo and
Yokohama.

It is reported that the Nippon Yusen Kaisha
has arranged to re-open its Bombay service,
which was suspended on the outbreak of hos-
tilities, by the middle of November next.

The Nagasaki Press reports that the Japan
Ocean Whaling Company, Ltd. of Shimoda,
has been granted the use of the three captured
Russian whaling vessels, viz. the *Nichetel*,
Alexander, and *Rea*.

An Osaka paper learns that the Japanese
Government Railway Bureau has decided to
lease its Maizuru and Kure lines to the
Hankoku and the Sanyo Railway Companies,
respectively.

In last evening's six-a-side matches Gey's
team beat Boyd's by 1-0, and Annett's team
draw with Rutherford's, no goals being scored.

The steamer *Wing Chai* has altered her time
of departure from Macao on Sundays to 6.30
p.m. that is one hour earlier than heretofore.
The steamer is now lit by electricity.

Mr. d'Almada e Castro points out an error
in our report of the property sale in which he
was interested. The purchaser was not, he
says, "a Chinese" as we reported. It was Mr.
M. A. R. zack.

Mr. A. Gelewsky, chief clerk of the German
Consulate at Shanghai, has been appointed
secretary to the German Consulate at Chafoo,
and left by the H.A.L. str. *Forwards* for that
port to take up his new post.

On page 5 will be found a reprint of the
correspondence which has passed between the
Colonial Office and the Chamber of Commerce
in reference to the adoption of the Zone system
of time, which is to come into force at the end
of this month.

Mr. R. A. Hardings, who recently arrived
from England, where he was in practice as a
Solicitor and Commissioner for Oaths, was
yesterday admitted by the Chief Justice as a
Solicitor and Proctor of the Supreme Court of
Hongkong.

Dr. Miller of Kobe has been recently married
at San Francisco to a lady whom he met while
touring with his partner, Dr. Thornicroft, in
New Zealand. Dr. Miller, who has resided for
fifteen years in Kobe, is known to many residents
in China, who will associate themselves with the
congratulations telegraphed to him from Kobe.

In the Supreme Court yesterday morning
during the hearing of the first case in the
criminal Sessions there were present with his
Lordship Sir Henry Berkeley on the Bench the
French Vice-Admiral Bayle from the *Montcalm*,
accompanied by Flag Lieutenant They and
Mons. G. Liebert, French Consul-General, their
object being to see how justice is administered
and criminal cases conducted in British courts
of law.

The *Kobe Chronicle* appears to doubt the
bona-fides of Mr. and Mrs. George O'Malley,
who claim to have walked 41,000 miles, the cir-
cumference of the world, in five years. They
recently passed through Hongkong. "If," says
the *Chronicle*, "they are coming to Japan, and
expect sympathy here, we are afraid they will
be somewhat disappointed." The couple left
here for Australia.

Yesterday, while the Attorney-General was
addressing the Court in the first case in the
Criminal Sessions, an old Indian, apparently
under the influence of liquor, eluded the
vigilance of the Court officials, and approaching
the Bench saluted his Lordship and attempted
to address the Court. Of course he was hustled
out immediately. It appears that the old man
had a personal interest in the accused man
(an Indian), and he appeared in Court with the
idea of paying a solicitor for conducting the
defence. His action constituted contempt of
court, and he will in all likelihood be called upon
to appear at the Police Court to-day on the
charge.

On Monday evening a pleasant function took
place in the mess room of the Naval Yard
Extension staff. The meeting was got
up to bid farewell to Mr. F. T. Colson,
C.E., to whom the staff as a mark of
their respect presented a silver ink-stand.

Mr. J. Robson, of the Admiralty staff, made the
presentation, and Mr. J. A. Macgregor ably
fulfilled the duties of chairman. In his re-
marks Mr. Macgregor expressed the re-
gret of all the staff that Mr. Colson
should be departing, as he was a
gentleman held in high esteem by all the staff,
and not only Messrs. Panchard, Lowther & Co.,
but of the Admiralty branch of the Naval
Yard. Mr. Colson replied in felicitous terms.

A NEW BARRISTER.

In the Supreme Court yesterday Hon. E. H.
Sharp, K.C., Attorney-General, made a motion
that Mr. H. G. Coleroff be admitted to the
Hongkong Bar to practise as a barrister-at-law.
His Lordship, he said, had the essential papers
before him, and from these it would be seen that
Mr. Coleroff had been admitted a student at the
Inner Temple in 1888, and had been called to
the Bar from there 13 years ago. Since that
time Mr. Coleroff had practised for ten years
in London and for about two years on the Gold
Coast of West Africa. As his Lordship would
see, Mr. Coleroff had had a longer experience
than most gentlemen who were called to the
Bar in Hongkong. He had great pleasure in
moving the admission of Mr. Coleroff, and he
was sure his Lordship would find all the papers
in order.

His Lordship, Sir Henry S. Berkeley, Chief
Justice, said he had read the papers and he had
much pleasure in acceding to the motion of the
Attorney-General that Mr. Coleroff be called
to the Bar of Hongkong.

LATEST STEAMER MOVEMENTS.

The E. & A. steamer *Empire*, from Aus-
tralia, ports, arrived at Manila on the 17th Oct.,
and left again for this port yesterday; she may
be expected here to-morrow.

The H.A.L. steamer *Segovia*, from Hamburg,
left Singapore for this port on the 15th Oct., p.m.,
and may be expected here on the 22nd Oct., a.m.

The C.P.R. steamer *Athenian* arrived at
Nagasaki at 5.30 p.m. on Monday, the 17th Oct.,
and left again at 1 p.m. on Tuesday for Kobe,
where she is due to arrive at 9 p.m. to-day.

The C.P.R. steamer *Empress of India*
arrived at Yokohama at 10.30 a.m. on Tuesday,
the 18th inst., and left at 3 p.m. for Kobe,
where she is due to arrive at 3 p.m. to-day
(Wednesday).

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

LADY CURZON'S HEALTH
IMPROVING.

LONDON, 18th October.

Lady Curzon, the wife of the Viceroy of
India, is progressing favourably.

PORTUGUESE CABINET RESIGNS.

LONDON, 18th October.

The Portuguese Cabinet has resigned.

DEATH OF THE PRINCESS OF
ASTURIAS.

LONDON, 18th October.

The Infanta Dona Maria de las Mercedes
the Princess of the Asturias, heiress pre-
sumptive of Spain, has died in Connaught.

[The Princess was born in 1880 and married
Prince Charles of Bourbon in 1900.—Ed.]

[REUTER'S SERVICE.]

FRENCH SILK TRADE.

LONDON, 16th October.

The French silk trade is protesting to the
Government against a proposed import duty of
nine francs on Asian silk fabrics from the 1st
January, 1905.

PIRATICAL ATTACK ON WEST
RIVER STEAMERS.

NARROW ESCAPE OF A CAPTAIN.

Early yesterday morning, about 12.10 a.m.,
when the s.s. *Pak Kong* (Captain A.N. Patrick)
was coming down the West River to Hongkong
she was fired upon from the bank on the farther
side of Kongmoon. Between 20 and 30
shots were discharged at the vessel, and
seeing that at that part of the river she has
to keep very close in to the left shore from
which the firing came it is wonderful that more
shots did not take effect than did. As it
was only one shot so far as has been discovered,
came aboard. It struck the pantry on the upper
deck close beside Captain Patrick's quarters,
penetrated the door of one locker, pierced an-
other, and ultimately found a lodging-place in a
wooden bulkhead inside. Captain Patrick was
near by where the shot struck, and he
had a most providential escape. That the firing
was from the shore is almost certain, as the river
channel at the point is very narrow and no
junks or boats were to be seen about. Last
night the *Pak Kong* made the journey again to
the West River, and on this occasion rifles and
ammunition were taken in case of further
assault.

Captain Lewington, of the West River boat
Hoi Ho, reports that his vessel also was fired
upon at the same place shortly after nine o'clock
on Monday night. None of the shots took
effect, though several were heard singing over
the decks. According to the Customs officials
this neighbourhood is infested with pirates, and
it is supposed that these attacks upon the
Hongkong boats were made because the Chinese
pilots had failed to make their regular payments
of blackmail to these blackguards.

It would be well if the Chinese Government
sent a gunboat or two to patrol those parts of
the river in which these outrages have occurred.

RACING.

So far this subscription griffin here are
these which arrived by the *Kuon Sang*, 17 in
all. No telegram has as yet been received from
Shanghai regarding the next consignment, but
it is understood that they will leave by the first
available steamer. Regarding the first batch,
H.E. the Governor has a very smart blue dun
with racing hindquarters, and as ponies of
this colour are usually supposed to be fast,
we may expect to hear more of it during the
training. The Standard Oil Company have
drawn a useful-looking beast. The only fault
seems to be that it is a little low in front, and
in the shoulders. Mr. A. V. Apear has drawn
a big light dun, a very fine animal as far as
appearances are concerned. Mr. Mody's pony,
however, is a beauty. It has splendid hind-
quarters, with hocks well let down and fine oblique
shoulders. Messrs. Edie and Mitchell have both
drawn presentable ponies, though they do not
appear to come up to the standard of those men-
tioned. Mr. Henry Humphreys' pony may do very
well, as it appears to have all points good and
racing-like. It is very weak and poorly just
now, though. As it becomes fitter we may
expect to see him develop into a very fast racer.

On Monday morning a curious sight was
witnessed on the racetrack. A pony, pulled up
rather sharply by his rider, sat down on its
haunches; and found it impossible to rise with
the weight pressing down on its back. The
rider climbed up about the animal's ears and it
then was able to regain its feet.

CRICKET.

The match fixed for Saturday, 22nd October,
on the Cricket Ground, will be between the
undermentioned teams. Play starts at 11.30
a.m. sharp.

R. HANCOCK'S XI. F. MAITLAND'S XI.
Mr. R. Hancock. Mr. F. Maitland.
Mr. G. M. G. Barrie. Mr. G. M. G. Barrie.
Mr. P. M. Heath (110 M.). Mr. C. H. Mackay.
Mr. H. Hancock. Mr. A. Mackenzie.
Mr. F. T. Dixon. Mr. J. R. Gillingham.
Mr. Walter Dixon. Mr. A. E. Love.
Mr. J. O. Ains (114 M.). Mr. W. W. G. Ross.
Mr. T. S. Smith. Mr. W. Daniel.
Mr. A. G. Ward. Mr. F. O. Butcher.
Mr. T. E. Pearce. Mr. E. E. O. Bird.
Major Chichester. Mr. E. Mac.
Col. Mosse. Mr. E. Mac.
Mr. H. D. C. Bailey.
Capt. Harris, R.N.
Eug. Le de Paris, R.N.
Mr. S. L. Horsey, R.N.

Mr. Maitland's team bats first.

THE WAR.

[JAPANESE OFFICIAL DESPATCHES.]

DESPERATE FIGHT BY AN
ENTRAPPED COLUMN.

TOKYO, October 18th.

One column under Brigadier General
Yamada proceeded on the 16th inst., to
reinforce a detachment of our Left Army
in attacking the enemy north of Shalopau.
The enemy was defeated near Weochinloutzu,
two guns and two ammunition waggons
being captured.

After repelling the enemy again at San-
taokautze the column proceeded to return
to its original position, when it was suddenly
enveloped at 7 p.m. by about one division
of the enemy.

After a fierce hand-to-hand fight it
succeeded in breaking through the enemy
and regained the original position. Mean-
while our artillery having lost most of its
horses and men was compelled to abandon
nine yaho and five sanpo (sic). The enemy
was reinforced in front of our Central Army.
Our casualties on Sunday were about a
thousand.

MARSHAL OYAMA'S LATEST
REPORT.

TOKYO, October 18th.

Marshal Oyama reports that on Monday
night the enemy twice made fierce assaults
in front of the right column of our Left
Army, and some smaller assaults in the
direction of the Central and Right
Armies. We repulsed them all.
The enemy retreated leaving many dead
bodies on the field.

[FROM OUR OWN CORRESPONDENT.]

RUSSIANS RECAPTURE LONELY-
TREE HILL.

LONDON, 18th October.

General Sakharoff reports the recapture
on Sunday of Lonely-tree Hill, and twelve
guns.

[REUTER'S SERVICE.]

A "CRUSHING DEFEAT": A
"VERITABLE DISASTER."

LONDON, 16th October.

French correspondents in St. Petersburg
report General Kuropatkin's defeat a verita-
ble disaster.

It is reported from several quarters that
General Kuropatkin's advance was due to
the desperate need of a victory, in order to
stem the tide of popular discontent, and the
reluctance of the peasantry to go to the
front.

Marshal Oyama estimates the Russian
losses at 30,000. The Russians are retiring
everywhere, crushingly defeated.

AWFUL CARNAGE.

LONDON, 16th October.

The awful carnage in the recent fighting
has produced the deepest impression in
Tokyo where no elation is shown. Diplo-
matists there are asking whether the
opportunity for peaceful representations has
not arrived.

Reuter's correspondent at Mukden wired
on the 16th instant that there was a lull
yesterday, but the battle was resumed to-day
ten miles to the south-west of Mukden. It
is now certain that General Kuropatkin
will be able to extricate his army, although
he has lost 30,000 men.

In an interview just before the battle
General Kuropatkin highly extolled the
bravery of the Japanese, and how faithfully
they observed the rules of war. In this
respect it was the most pleasant war in
which he had been engaged.

A telegram from Mukden says that the
7th and 16th army corps bore the brunt of
the fighting on the 14th instant. They
repulsed six attacks and thrice silenced the
Japanese artillery before retreating across
the Shaho. The Russians are still fighting
doggedly, but every despatch shows more
clearly the decisiveness of the last victory
of the Japanese, who not only defeated the
Russians, but are pursuing them in every
direction.

BALITIC FLEET ON THE WAY.

LONDON, 13th October.

Twenty-eight Russian warships have
passed Bornholm en route to the Far East.

General Baron Hasegawa, Commander of the
Japanese Garrison in Corea, has proclaimed
military law in Hamhung.

POLLARD'S LILLIPUTIAN
OPERA COMPANY.

This well-known and deservedly popular com-
pany of juvenile singers and actors opened
on Monday night in the Theatre Royal, City
Hall, with the American comic opera "Belle
of New York."

The performance of these youngsters is difficult
to criticise. Some of them are quite musical;
others are unmusical, but to compensate for it
they have some clever trick of acting, or some
humorous mannerism that endears them to the
audience.

To begin with, the Pollard productions are al-
ways splendidly staged and mounted, the scenery
and the dresses being invariably lavishly hand-
some and good. Miss Eva Moore as the *Belle* was
a faithful copy of the original, and sang very
sweetly. Her voice is still quite young, and in
certain passages it still attunes. In her last
scene, where she tries to shock the elder Bron-
son, our feeling was one of regret that more
children should have such "business" to enact.
Miss Daphne Pollard, the tiny little girl who al-
ways takes the grand lady parts, and has an ex-
traordinary maturity of bearing and style, was
the heroine of the evening. She has all the
characteristics of a finished actress. Miss
Olive Moore as Fifi threw herself into the part
with abandon and great success, her exaggerated
French accent being very funny and never once
dropped. Her songs are, however, too much
for her, and the extraordinary substitution of a
sotto voce "mor-rid" for the high "married"
in the duet was disconcerting. The amorous
and ineptitude of Harry Bronson was played
by a girl, Miss Dottie Brown. Here again it
was rather shocking to see how cleverly these
children could simulate drunkenness. Master
Willis Thomas invented some amusing business
for his part of the polite lunatic; but he
prolongs it more than is necessary. Master
Jack Pollard as the elder Bronson was well
made up, and introduced a number of local
"gags," e.g., one was that when he made
the *Belle* heiress to his millions, he told
her she would now be able to stay at
the Hongkong Hotel for as many as three
days. Master Tiddie MacNamara as the
Bovary boy was as funny in his ways as ever.
He must be doing serious injury to his throat,
however, by the strenuous creaking he resorts
to in delivering his parts. The funniest make-
up was undoubtedly that of the "twins" Por-
tuguese noblemen (Jack and Fred Heintze), and
their well-drilled movements in the various
scenes evoked both applause and merriment.
The choruses of travelling companies are often
painfully weak. It is quite otherwise with
Pollard's. If we are permitted to tell the
whole truth, it will be that they are just
a little deafening, and reminiscent of a Chinese
school in full session. Very often their efforts
might as well have been Chinese, for the words
were indistinguishable. Thus much of criticism
is necessary, as much not to deceive the innocent
playgoer as not to spoil these clever and won-
derfully trained children with the unthinking
flattery to which they have so often been treat-
ed. After these qualifications, it is still to be
added that the theatregoer gets from these
children a great deal of enjoyment. There is
no other company just like them, and we have
seen infinitely worse performances given by
adults.

Last night there was a large audience, which
frequently expressed its approval of the show.
The children seemed, moreover, to be in better
form for their work.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the
quarterly meeting held at Happy Valley from
the 15th to the 17th October:—

MADEWEN CUP.
Mr. C. P. Chater ... 94 - 16 = 78
Mr. J. Clark ... 81 - 2 = 79
Mr. J. Douglas ... 91 - 8 = 83
Mr. B. V. D. Parr ... 93 - 10 = 84
Mr. C. E. H. Beavis ... 86 - 2 = 84
Mr. C. M. G. Burnie ... 86 - 1 = 85
Mr. C. A. Parker ... 91 - 5 = 86
Mr. W. J. Gresson ... 90 - 12 = 87
Mr. P. R. Scott ... 102 - 10 = 92

19 entries.
BOGEY AND MARTIN CUP.
Mr. C. W. May ... 8 ... all square
Mr. E. V. D. Parr ... 8 ... 2 down
Mr. C. E. H. Beavis ... 2 ... 4 down
Mr. J. Douglas ... 6 ... 4 down
Mr. C. P. Chater ... 12 ... 6 down
Mr. W. J. Gresson ... 9 ... 7 down
Mr. J. O. Reynolds ... 8 ... 9 down

22 entries.
POOL.
Mr. C. P. Chater ... 94 - 16 = 78
Mr. J. Clark ... 81 - 2 = 79
Mr. J. Douglas ... 91 - 8 = 83
Mr. E. V. D. Parr ... 93 - 10 = 84
Mr. T. S. Forrest ... 83 + 1 = 84
Mr. C. M. G. Burnie ... 86 - 1 = 85
Mr. A. K. Gregory ... 92 - 7 = 85
Mr. W. J. Gresson ... 99 - 12 = 87
Mr. T. C. Gray ... 98 - 9 = 89
Mr. P. R. Scott ... 102 - 10 = 92

AMERICAN SHIPPERS BUSY.

There was only small concern in America
regarding the presence of a Russian cruiser
in South African waters, and it was mainly con-
fined to the merchants and shippers in the
Eastern State, who had sent contraband goods
by this route to Japan. They, however, were
only a very small minority compared with the
scores of manufacturers and producers who are
shipping from San Francisco and other Pacific
ports almost daily quantities of goods coming
within the Russian category of contraband for
Japan. There is not (it is stated) the slightest
difficulty in securing ships for this purpose at
the higher rates paid, and the trouble from
which the British and German shippers and
merchants suffer in getting any goods at all to
Japan has thrown a golden harvest into the
hands of the Americans on the Western free-
board, an advantage of which they have not been
slow to take the fullest possible advantage.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Dr. J. M. Atkinson presided, and there were also present Hon. A. W. Brewin, Mr. F. J. Badley, Mr. E. A. Hewett, Mr. A. Ramjani, Dr. P. Barnett and Mr. T. H. Hamner (secretary). The minutes of the previous meeting were confirmed.

CLEANSING THE CITY.

The M.O.H., in a minute, suggested that the general cleansing operations be started in November. Other members of the Board agreed with him, advising that the Board adopt the same procedure as last year. It was estimated that the expenditure would be as follows:—

Soft soap	\$3,000
Fitting up boilers	\$2,000
Firewood	\$1,000
Coolie hire for haulage	\$3,000
Total	\$9,000

Dr. Atkinson said they all agreed to this cleansing, not only from a sanitary point of view, but also as a measure against plague. Last year the cleansing was commenced in November, and lasted till the end of February. During this period 31,226 floors were cleaned, costing the Government \$6,122, as against \$8,000 in the previous year. The great difference was accounted for by the fact that the Chinese undertook to do the work themselves to the Board's satisfaction. The Board supplied soft soap and coolies for hauling away the dirt. A committee was appointed last year to consider any complaints. If the house occupiers did not do the cleansing after receiving due notice, the Board took the matter into its own hands. He expected they would be able to do it at even a less expenditure than last year. They might even save \$2,000, thus doing the work at a cost of \$4,000. He proposed that they approach the Government for the necessary funds, and appoint the same committee as last year: Messrs. Lan Cha Pak, Fung Wa Chun, Dr. Pearce, and E. A. Hewett.

Mr. HEWETT seconded. He thought that tanks should be supplied to the Chinese to dip their verminous bed-boards in. In connection with this cleansing and plague prevention they must not forget what Sir Henry Blake had done; he was the originator of the valuable experiment, getting the Chinese to co-operate. Dr. Atkinson's proposal was agreed to.

ANTHRAX AT KENNEDY TOWN.

Extracts from a letter by the Colonial Veterinary Surgeon read as follows:—A bullock was found dead from anthrax in Kennedy Town Cattle Depot (on the 6th inst.). The animal came from Hoibow with 26 others. The "in contact" animals have been segregated and the shed in which the animal was found washed and disinfected. A note of the "in contact" animals show signs of illness.

A DANGEROUS DOG.

Dr. Gibson, in a minute, reported that on examination of the blood of a sick dog belonging to Inspector Watson of the Kennedy Cattle Depot he found trypanosomes. The dog had been in Inspector Watson's possession for about 18 months, and had been following him about his quarters and in the Cattle Depot. It had been ailing for a few days, and was brought to him for examination. He could not find anything in its symptoms to enable him to offer an opinion as to the cause of its illness until he examined the blood microscopically. He then found the blood to be swarming with trypanosomes. In order to further make certain he inoculated another dog and a guinea-pig with the sick dog's blood, and both of them developed the disease, showing large numbers of parasites in their blood. He made a present of the inoculated guinea-pig to Dr. Bell of the Government Civil Hospital, as he was anxious to study its condition. The inoculated dog he was keeping for himself. A bite of that dog, or one of its fleas, would most probably be sufficient to cause an infection. Some time ago a buffalo at Hongkong had the same sickness, while the same thing caused considerable losses to horse and cattle owners at Manila. In horses the condition is known as "Surra," being well known in India. No horses in Hongkong, though, have been known to have it.

Dr. ATKINSON said that this disease had only been known as attacking human beings during the last two years, and then only some three cases had been under observation.

ABOUT PLAGUE.

A rather large volume about plague, by Dr. William Hunter, was placed on the table. Some of the members thought they should each be supplied with a copy.

THE LIABILITY TO REPAIR DRAINS AND SEWERS.

The following letter was read from Mr. Ramjani:—

I send you herewith a copy of the *Sanitary Record* of the 21st September last. On page 209 under the heading "Legal Proceedings to Prevent Nuisances" it will be observed (inter alia) that in *Rassell v. Shenton* (11 L. J. Q. B. 289) it has been held that the occupier and not the owner of premises is prima facie liable to the repair of drains and sewers when a nuisance occurs.

It will be remembered that in one of the Sub-committee meetings held at the end of last year I advocated the change of our procedure as to the abatement of nuisances arising from defective and the choking of downpipes and drains by calling upon the occupier or tenant, instead of the owner, to remedy the same in order that nuisances might be more expeditiously abated and the work of the officers concerned lessened.

Under the present regime, when a downpipe or trap is choked or broken, the inspector by whom the nuisance is discovered leaves a memo-

random addressed to the owner with one of the occupiers, to forthwith abate the nuisance. It is needless to say that the memorandum seldom reaches the owner. The Inspector on his re-visit of the premises the next day or later finds the continuance of the nuisance and reports the case to the Senior Inspector of the District, who, on being satisfied of the existence of the nuisance, notifies the Secretary of the Board. The Secretary directs a search to be made in the Land Office for the name of the owner, whose address is then ascertained, either at the Treasury or the Registrar-General's Office. A notice is then made out calling upon the owner to abate the nuisance within a specified time. Thus days often elapse before a trivial choking of a downpipe or trap can be remedied. It frequently happens that as soon as the nuisance has been abated by the owner, on receipt of the notice, the household refuse, instead of being conveyed to a dust box, is swept into the downpipe or trap, in consequence of which the Inspector on a re-visit finds the downpipe or trap still choked, and a further report is made to the Secretary that the nuisance continues unabated. Prosecution then follows. In many instances, the tenant, in his endeavour to cleanse the downpipe and trap, runs a bamboo into them breaking one of the caps of the pipe or the bottom of the trap, and the same procedure as detailed above takes place. As the occupier or tenant is the author of this nuisance he should be proceeded with, as held in the case cited.

The advantages to be derived from the adoption by the Board of the ruling of this case are:—

- (1) The occupier being the person by whose act default or sufferance the nuisance is created or allowed to continue, if looked upon for abatement, would endeavour to collect the household refuse and deposit it in a dust box (now an ordinary kerosene tin is allowed to be used as a dust box) instead of allowing it to be washed into the downpipe or drain.
- (2) In the event of the choking of downpipe or trap the nuisance can be abated by one of the occupiers in the presence of the Inspector by whom the nuisance is discovered in less time than it takes that officer to make out his memorandum or to report the case to his superior; and in the case of leakage or broken condition of the pipe or trap twenty-four hours would be an ample time for the occupier to abate the nuisance, which would otherwise continue to be unabated for days under the present regime.
- (3) If the wrongdoer is punished a reduction in this class of nuisances will result, damage to downpipes and traps will be less frequent and the work of the Sanitary Department lessened.

I may add that our law relating to the abatement of this class of nuisances (Sect. 29 of the Public Health and Buildings Ordinance) is on all fours with that of England (See Sect. 83 of the Public Health Act 1875); as a matter of fact, ours has been copied verbatim from the English text.

Your faithfully,

(Sd.) ARNET RUMJANI.

Dr. ATKINSON said that this matter was very well looked after at present. When practicable they asked occupiers to abate nuisances, but there were cases—such as there being several occupiers on one floor—when it was necessary to come down on the owner.

APPLICATIONS.

Various applications regarding water-closets, Hencases, etc., were considered and treated on their merits.

ADULTERATED MILK.

As a result of recent examinations, made under the "Sale of Food and Drugs Ordinance," a man was caught selling adulterated milk. No other frauds were discovered.

MORTALITY STATISTICS.

The following statistics are for the week ended 1st inst., death rate per 1,000 per annum:—

British and foreign civilians	10.3
Chinese land population	18.5
Chinese sea population	19.5

LIMEWASHING.

The limewashing for the fortnight ended 11th inst. was laid on the table. Some 2,737 houses were limewashed in the Eastern District, and 1,144 in the Central District. From five prosecutions for failing to comply with the regulations fines totalling \$44.

RATS.

During the week ended the 17th inst. 362 rats were caught in the City of Victoria, and 270 at Kowloon. Four from each place were found to be plague-infected rats.

NARROW ESCAPE OF A C.N. STEAMER.

The C.N. steamer *Chenau* arrived at Shanghai on the 11th inst. from Tientsin. Chetoo and Tientsin, after an exciting voyage from the Northern ports. Captain Hunter reports that at 7 p.m. on the 5th inst., when the ship was 86 miles S.E. of the Taku Bar, a searchlight began playing on the ship at intervals; she was then about two miles ahead of some ships showing lights. At 7.40 p.m. the searchlight was constantly playing on the ship; suddenly a projectile landed about forty feet off the port beam; half a minute later another projectile landed right astern of the ship about twenty feet distant, raising a column of water high in the air. At 7.55 p.m. the ship was boarded by a Japanese naval officer, who proceeded to examine the ship's papers. He said that his ship had fired two blank shots at the ship to which no attention was paid. When he was told that the so-called blank shots had neither been seen nor heard he smiled, and when he was informed how close the solid shots had come to the ship he chuckled. The officer noted in a very polite manner and said that the name of his ship was the *Suma*. The search was concluded and the *Chenau* proceeded on her voyage at 8.45 p.m.

SUPREME COURT.

Tuesday, 18th October.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BAKERLEY (CHIEF JUSTICE).

A SERIOUS CHARGE.

Nehal Singh, an Indian constable, was charged with having attempted to commit a criminal offence on the person of a Chinese boy.

He pleaded not guilty.

The following jury was empanelled:—Messrs L. L. Murphy, F. F. Bovet, H. Hodge, C. Glover, W. Goodfellow, J. Blake and H. T. Richardson.

The Attorney-General, Hon. E. H. Sharp, K.C. (assisted by Mr. F. B. L. Bowley, Crown Solicitor), appeared for the Crown.

After hearing the evidence the jury found the charge proven.

His Lordship passed sentence of two years' imprisonment with hard labour.

CHARGE OF MANSLAUGHTER AGAINST A EUROPEAN.

Thomas Hynes, a young man engaged at Messrs. Butterfield and Swire's Docks at Quarry Bay, was charged with having caused the death of a coolie there on 20th ult.

He pleaded not guilty.

Mr. H. G. Colcott, barrister-at-law (instructed by Mr. H. Hursthouse, of Messrs. Denny and Bowley, solicitors), appeared for the prosecution, and Mr. H. E. Pollock, K.C. (instructed by Mr. H. J. Geddes, of Messrs. Johnson, Stokes and Master, solicitors), was for the defence.

The jury was as follows:—Messrs. R. T. D. Syle, J. A. Stopani, J. I. Andrews, H. Skott, H. T. Richardson, W. M. Anderson, and H. S. Bevan.

From the evidence which was led it appeared that the deceased coolie was working in the dock at Quarry Bay and was walking along a plank reaching from the middle of the excavated dock to a ledge on the side. Defendant was passing the deceased, and in passing he told him to "Fai-ti," meaning that he should make haste along the plank. It was alleged also that in making the coolie make haste the defendant struck the coolie, with the result that when the latter got to the bank of the dock he collapsed and died, death being due to rupture of the spleen.

Dr. Hunter gave evidence showing that rupture of the spleen was the cause of death. The man, it appeared, was removed to hospital in a ricksha; the jolting of the ricksha could not cause rupture of the spleen, but it would be liable to aggravate the rupture after it had been sustained.

T. Grimsdon gave evidence regarding the methods adopted to bring the injured coolie round.

After further evidence being led, the case was adjourned until to-day.

TERRORISM IN KWANGTUNG.

[FROM OUR OWN CORRESPONDENT.]

CANTON, 17th October.

From what I have been able to learn during the course of the last month the state of Kwangtung province is at present very bad. From every quarter comes news of robbery by land and by water, blackmail, brigandage, battle and murder. In the S.W. a band of brigands 300 strong has been terrorising the people to such an extent that some villages have been deserted by them in favour of the larger towns. This state of affairs, though of course only temporary, could not be much worse. Young Kong is the favoured district.

From Tsungta, in the Pui Yu district, Tai Leung, on the Chi Kung, and Leongmoon on the East River, come reports of brigandage and piracy on a large scale, and these districts are far apart. In the Shun Tak district I am informed that a tax of one tael is raised on every mow of land by the local banditti.

The growth of the Triad Society is one of the most remarkable features of the past year. Their numbers have quadrupled—at least on the North River, where the local gentry, unable to get help from the officials, have been compelled to join them. Apparently the officials are quite unable to suppress this movement, although they resort occasionally to extreme measures, as lately on the North River, where two Buddhist priests were beheaded for allowing the Triads to meet in the precincts of their temple. This is a most unusual step to take, and it shows that the officials regard the state of affairs as serious.

Should the Triads and Kwangsi rebels unite, a crisis might come, but this seems unlikely. The rebels are reported as having threatened Kwang Ning, a prefecture of Kwangtung bordering on Kwangsi. They defeated the Government troops on the border, but seem not to have taken advantage of their victory.

The fact is, that the rebels do not concert together, having no supreme leader. Their chief object is to obtain loot, and from all that can be learnt, they differ from the Triads in having no anti-dynastic hatred.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 18th at 11.15 a.m. The barometer has risen generally, but has fallen in the Yangtze Valley.

A new continental depression has been developed in the neighbourhood of Hankow and is moving towards the N.E. and will reach the coast to the northward of Shanghai.

Moderate E.N.E. winds will be experienced in the Formosa Channel and moderate E. winds in the northern part of the China Sea.

Forecast:—Moderate F. winds, cloudy, fine.

CORRESPONDENCE.

A LOCAL TRADE GRIEVANCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Some time ago the engineering shops in the Wanchai district received warning from Government to cease carrying on a "noisy and noisome trade, to wit boiler-making, &c." within a given period which is now approaching maturity.

The effect of this is that several of the shops have already moved, and the others are preparing to follow so soon as their resources permit. Geo. Fenwick & Co., Ltd. (the oldest established and largest works on the island except Aberdeen Docks) are going to North Point; Fook Cheong & Co. remove to Hungnam; The Tin Hing Co. to Hungnam; Tong Sing to Yaumati; and the smaller works to various points on the mainland.

The cost of new buildings, transporting and re-erecting heavy machinery, and equipping new works, is very great; but if the noise and smoke had become a nuisance to the majority of the inhabitants of the neighbourhood I take it that the feelings of the pockets of the proprietors of the various concerns must not be considered: what I want to know, however, is this—since the above decree was promulgated, new concerns have been allowed to construct boilers and tanks on pieces of waste ground and alleyways in this very district; and these people not only carry on their noisy trade but do it at a nominal or no rent, thus handicapping the legitimate businesses who have heavy Crown rent and taxes to meet.

A flagrant instance may be seen next to the Government store on Praya East; where not only are boilers constructed but matcheds have been put up, a privilege denied to the old establishments, who are compelled to erect non-inflammable roofs when they require temporary sheds.

It appears to be very unfair that the works which in the past have assisted in building up the Colony should be driven out, and interlopers not only be permitted, but allowed advantages not accorded to the first-named.—Yours truly,

FAIRPLAY.

THE LIAOYANG CRITICISMS.

Although the *Times* was included with the *Daily Telegraph* as having belittled the Japanese victory at Liao-ying, and heaped Kuropatkin's strategy, there is no evidence of "pique" in the *Times* correspondent's criticism. Here is what he actually wrote:

"Now I come to the more delicate question of criticism. As my information of such an enormous operation must in any circumstances at present be somewhat incomplete, great difficulties being placed in the way of acquiring information, I will not attempt more than broadly to state one or two opinions."

After what I had read in all the papers of the excellent tactics and strategy of the Japanese I must allow that what I saw in practice did not come up to my expectation. My honest opinion is that there was nothing strategically excellent in the handling of either army. If strategical success has been attained by either belligerent General Kuropatkin can claim to have defeated the main object of the Japanese operations. As to the tactics of the Russians, they obviously cling to the cardinal error of over-manning their defensive positions, while the sole spirit of the Japanese tactics as illustrated by the operations of the divisions under the command of General Oku was sledge-hammer frontal attacks.

That General Oku commands the finest infantry in the world I am satisfied, and I do not believe that any other army could in five consecutive days deliver eight unsuccessful general infantry assaults against intrenchments, and still persevere.

Of the cavalry of either belligerent I know nothing, there being no evidence that the mounted branches have accomplished anything anywhere during the Liao-ying campaign.

As to the future course of the operations, General Kuropatkin, falling back upon his reinforcements from Europe, will probably take up a position somewhere on the Kharbin road, and the Japanese army, when it reaches Mukden, will have to rest for a time after the terrible severity of the last fortnight's operations.

They also require to get their railway into full working order, and if the report that we receive as to the advance of General Lineritch be true, it may be necessary for General Kuropatkin to base himself on the same communications as General Oku and General Nodan. This, even when the railway is in full working order behind the Japanese, will be a considerable strain, though the situation has been improved by the occupation of Yingkow and the use of the Liao River as far as Newchwang city as a subsidiary line of communication.

POLICE COURT.

Tuesday, 18th October.

BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE).

NO CLEARANCE.

The captain of the s.s. *Melita* was convicted of leaving Hongkong without clearing his ship at the Harbour Office. He was fined \$50.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

FURIOUS RIDING.

A young athlete here was fined \$5 for furious bicycle riding.

IMPERSONATION.

A Chinaman was fined \$100 or in default to undergo one month's imprisonment for impersonating an emigrant at the Harbour Office, for purposes of making a false declaration.

ENLARGEMENTS.

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong 8th August 1904.

RUSSO-CHINESE BANK SUED FOR LIBEL.

In this case, says the *Kobe Herald*, plaintiff seeks to have an apology published in the leading newspapers at Tokyo, Yokohama, Osaka, Kobe, Nagasaki, Hakodate, Peking, Tientsin, Shanghai, Hankow, Ningpo, Foochow, and Amoy, by defendant. Further, he applied to the Court to order defendant to withdraw a petition which he sent to the police authorities at Shanghai, asking them to arrest plaintiff. He also claims expenses to the amount of Yen 2,000.

At the first hearing recently Messrs. Sakurai and Nezawa appeared for plaintiff, and Mr. Hirata for defendant. Counsel for the plaintiff asked that apologies should be published in Japanese in the Japanese papers, in Chinese in the Chinese papers, and in their respective languages in the other journals. He also asked that they should be inserted for three days, and be to the following effect:—"On January 25th, 1904, the Kobe Branch of the Russo-Chinese Bank applied to the police and municipal authorities at Shanghai, through the Russian Consul, to arrest Yen-Shi-so, the ex-comptroller of the Russo-Chinese Bank at Kobe, on the ground that he had run away to Shanghai with money of the Bank. This was libellous and untrue, and the good name of Yen Shi-so was considerably injured in consequence. The authorities of the Russo-Chinese Bank therefore most sincerely beg him to pardon their very improper action." Plaintiff's counsel added that, if defendant failed to comply with an order for the insertion of this apology, plaintiff would insert a notice in the papers and claim the refundment of the amount expended from the defendant. It was further stated that, last year, defendant brought an action against plaintiff in the Tokyo Chibo Saitancho, on the pretext that plaintiff had embezzled the sum of Yen 293,326.84, while in the service of the Bank. But plaintiff not only refused to accept responsibility for any such money, but also sued the Bank in the Tokyo Chibo Saitancho to recover damages amounting to Yen 535,307, from the Bank. Both cases are still in progress. In spite of the above facts, when plaintiff was on his way to Shanghai, on January 23rd, 1904, by the Japanese steamer *Hakui-maru*, on urgent business, defendant applied to the police authorities at Shanghai to arrest him on his arrival there, offering a reward of Yen 2,500 for his arrest, with the result that plaintiff was unable to leave the ship at Shanghai and had to return to Japan. Mr. Hirata, counsel for defendant, asked the Court to dismiss the case, alleging that, while in the Bank, plaintiff embezzled a considerable sum of money, taking advantage of the fact that he was greatly trusted by the Manager, and that he was indebted to the Bank in the sum of Yen 2,000,000. The amount of money for which an action was proceeding in the Tokyo Chibo Saitancho between the two parties was only a part of the sum due to the Bank. Such being the case, the Bank dismissed him, and, when he endeavoured to escape to Shanghai, the Bank asked the police authorities there to arrest him for the purpose of protecting the interests of the Bank.

Mr. Sakurai applied to the Court to obtain the report submitted by Mr. Odagiri, Japanese Consul-General at Shanghai, to the Foreign Department, in connection with Yen Shi-so, when the *Hakui-maru* was at Shanghai. That report would make it clear how unlawfully defendant had acted with regard to plaintiff. Mr. Hirata asked the Court to call Messrs. Don Binson, Gokindo, Shu Yuh, Matsugata Masao, Fujita, and Brenner, to prove the thefts committed by plaintiff while he was in the Bank. After consultation, the Court granted both requests and the case was adjourned sine die.

WAR TAXATION IN JAPAN.

The news is confirmed that the Government estimate of the war expenditure for next year will amount to seven hundred million yen. According to the *Chugai Shogyo Shimpo*, five hundred millions of this amount will be raised by issuing new loans. This will leave two hundred millions to be raised either by the increased revenue from the taxes imposed this year, or by fresh taxes to be imposed at the next meeting of the Diet. This year's additional taxation is expected to yield only seventy-five millions, from which must be deducted the interest to be paid on loans already raised, calculated at thirty millions. The result would seem to show that the Government will have to propose additional taxation at the next meeting of the Diet to bring in about a hundred and fifty million yen in addition to the new taxation of this year, unless the working of the year should show that there is a considerable surplus over the ordinary expenditure for the current fiscal year. Under any circumstances the prospect for the tax-payer is not very rosy.—*Kobe Chronicle*.

The Patentes—Macniven & Cameron, Limited deserve A NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*, The Waverley Pen. The Pickwick Pen. The Owl Pen. The Heron Pen. Sold at all Stationers. Waverley Works Edinburgh. 1402-2

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Millions of women now rely on Cuticura Soap assisted by Cuticura Ointment, the great skin cure, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, for softening, whitening and soothing red, rough and sore heads, for baby rashes, itchings and chaffs, for annoying irritations, or too free or offensive perspiration, for ulcerative weaknesses, and many sanative, anti-septic purposes which readily suggest themselves, as well as for all the purposes of the toilet and nursery.

Cuticura remedies are the standard skin cures and humor remedies of the world. Bathe the affected parts with hot water and Cuticura Soap, to cleanse the surface of crusts and scales and soften the thickened cuticle. Dry, without hard rubbing, and apply Cuticura Ointment freely, to allay itching, irritation and inflammation, and soothe and heal, and, lastly, in the severer forms, take Cuticura Resolvent, to cool and cleanse the blood. A single set is often sufficient to cure the most torturing, disfiguring skin, scalp and blood humors, from pimples to scrofula, from infancy to age, when all else fails.

Cuticura Resolvent, made in the form of Chocolate Coated Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. Depots: London, 7, Charles-street, Soho; Paris, 6, rue de la Harpe; Australia, 11, Cross-street, Sydney; Boston, 17, Columbus Ave.; Philadelphia, 11, Chestnut-street; New York, 11, Broadway; San Francisco, 11, Market-street; Hongkong, 12, Queen's Road Central.

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Hongkong, 13th June, 1903.

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37, DES VUEX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [2161]

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Hongkong, 19th October, 1904.

[83]

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Hongkong, 10th October, 1904. [2150]

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ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39, ROBINSON ROAD.

Apply to—J. ULLMANN & CO., 34, Queen's Road. Hongkong, 29th September, 1904. [2331]

TO LET.

A EUROPEAN HOUSE, No. 153, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—JARDINE, MATHESON & CO., Hongkong, 8th August, 1904. [1717]

TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchen, Bathrooms, and Servants' Quarters)

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TO LET.

TWO LARGE ROOMS, suitable for Offices, situated on the 2ND FLOOR of New Building. Electric Light and Elevator.

Apply to—A. G. I. S., Care of Daily Press Office, Hongkong, 22nd September, 1904. [2337]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD., Hongkong, 21st June, 1904. [2355]

HONGKONG CLUB.

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A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

G. E. GRACE, Secretary, Hongkong, 4th June, 1904. [1417]

TO LET.

BANGOUR (PEAK). THE BYRNE (PEAK). ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.

Apply to—L. L. STEAD & DAVIS, Hongkong, 3rd October, 1904. [2363]

TO LET

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—Care of Daily Press Office, Hongkong, 6th September, 1904. [2171]

TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply to—C. L., Care of Daily Press Office, Hongkong, 6th October, 1904. [2375]

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Apply to—WING CHEONG, 35, Queen's Road Central, Hongkong, 3rd June, 1904. [74]

TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also Rooms or Offices on the First Floor of same address.

Apply to—YEE SANG FAT, Above Address, Hongkong, 15th October, 1904. [2449]

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD. NOS. 8, CASTLE ROAD. NOS. 74, CAINE ROAD.

Apply to—COMPTON DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 17th September, 1904. [430]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—THE SECRETARY, The Bowling Club Ltd., Hongkong, 14th July, 1904. [1710]

TO LET.

NO. 1, RIPON TERRACE (in FLATS). A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 19th June, 1904. [175]

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NO. 6, DES VŒUX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters.

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Also ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton.

Apply to—DAVID SASSOON & CO., LD., Hongkong, 28th September, 1904. [2322]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—WING CHEONG, 35, Queen's Road Central, Hongkong, 3rd November, 1903. [74]

TO LET.

NO. 58, CAINE ROAD, European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.

Apply to—MANAGER, China Merchants S. N. Co., Hongkong, 15th October, 1904. [2443]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—SECRETARY, A. S. Watson & Co., Limited, Hongkong, 17th June, 1904. [1515]

TO LET.

NO. 8, UPPER MOSQUE TERRACE, European residence; just renovated, painted and colourwashed; immediate possession.

Apply to—G. J. SEQUEIRA, Care of A. R. Marty, Hongkong, 28th September, 1904. [2321]

TO LET

NO. 1, STEWART TERRACE, the Peak.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 28th March, 1904. [665]

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Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 28th March, 1904. [665]

ZONE TIME ADOPTED.

The following interesting correspondence makes quite clear the cause and origin of the Governor's order now being published, for the adoption of standard time in the colony on and after the last day of this current month.

Colonial Secretary's Office, Hongkong, 29th June, 1904.

SIR—I am directed to forward for the information of your Committee a Memorandum by Mr. Tyler, the Coast Inspector of the Imperial Maritime Customs, on the desirability of adopting Zone time in this Colony.

I also transmit a copy of a report by the Harbour Master on the subject and to state that the Officer Administering the Government would be glad to be informed of the views of your Committee in the matter.—I have, &c.

A. M. THOMSON, Colonial Secretary. The Secretary, Chamber of Commerce.

MEMORANDUM ON THE DESIRABILITY OF ADOPTING ZONE TIME.

Quietly and without any public notification a standard time has been adopted in the Eastern part of China, and is now in use from Newchwang and Swatow, up the Yangtze as far as Hankow, and at Weihaiwei and Tsingtau.

In addition Zone time is in use in Japan and in the Philippine Islands.

A great and important progressive movement has thus been inaugurated in the Far East. Introduced now, when railway development in China is in its infancy, none of the usual inconveniences connected with the initiation of its introduction are felt.

Put off until different railway systems were running, with traffic tables adjusted to local time, the difficulties in the way of obtaining the necessary co-operation for its introduction would be immense.

Now in the future expansion of this system a check exists. Zone time is in use as far south as Swatow. But at Canton and the West River ports it has not yet been introduced owing to the interdependence of these places with Hongkong—it is seen that considerable inconvenience would occur were an attempt made to establish a standard time in this part of China except it was done in co-operation with Hongkong and Macao.

Until these ports agree to the adoption of Zone time an obstacle exists in the way of the further expansion of the system in China.

This check has more than a local effect. For until the Western limit, on the coast, of the 8 hour Zone is decided on (and it is possible that Hoihow and Pakhoi, though strictly outside the Zone, may for practical purposes be included) it is inadvisable to take any steps towards establishing a boundary North and South between the 8 and 7 hour Zone.

W. FRED TYLER, Coast Inspector. Canton 22nd June, 1904.

Harbour Master's Minute. So far as Hongkong is concerned such a change would, so far as I can see, be of no advantage. We should take it, if it is to be of any use, that it is a matter for China. In our own consideration we are essentially a shipping Port and Zone time is not popular with navigators. On the whole I should say that the change should not be contemplated without more reason than is at present apparent. It might be made the subject of an interchange of an opinion with Macao and also our Chamber of Commerce. My own view is that there would seem to be no necessity for the change.

L. B. L., Harbour Master. 27th June, 1904.

Hongkong General Chamber of Commerce. 11th August, 1904.

SIR—I have the honour to acknowledge the receipt of your confidential communication dated 29th June, last (No. 5013/94 C.S.O.) relative to the question of instituting Zone time in this Colony.

The Committee have given this matter serious attention and they are unable to see any reasonable grounds for disputing the proposition as put forward by Mr. W. F. Tyler, Coast Inspector, in his Memorandum on the subject which forms the enclosure to your letter.

From the minute of the Honourable the Harbour Master it would appear that no advantage to Hongkong would be gained by the change at present, and, at first sight, the Committee were rather inclined to hold similar views, but further consideration convinced them that the inauguration here of 8 hour Zone time would not only cause no inconvenience but would prove rather an advantage than otherwise.

On the other hand, great inconvenience will result, not only to China but to the Colony, if the change is not made before Hongkong is linked with the various railway systems now extending over China.

Local time being in force here, the only change necessary would be to put clocks on 23 minutes, or thereabouts, on the appointed day. A slight advantage would be gained by the business community through the fact of the working day starting earlier and closing correspondingly sooner than now, thereby giving 23 minutes more daylight after the usual closing hour of 5 o'clock as at present. The Committee are unable to find any likelihood of complaint from the navigators using the port, and indeed they are of opinion that they would welcome the change for the reason that it would simplify their calculations. It is plainly much easier for them to deduct 8 hours from the observed time of the falling ball of the local Observatory than, as at present the regulation figures representing hours, minutes, seconds and decimals of seconds in order to ascertain the errors of their chronometers. This may not appear to be a great advantage, but it is the sum total of such small matters which secure the safety of navigation, and the elimination of a possible source of error should not be passed over lightly.

That Zone time has been successfully introduced by the Imperial Maritime Customs in the ports of China north of Hongkong, and even up the Yangtze as far as Hankow, without exciting adverse criticism and practically without reference in the local papers is a great achievement and augurs well for its easy adoption in Hongkong. It does not therefore seem desirable that this British Colony should withhold its support to a scheme which practically sets in motion Greenwich time throughout the Chinese Empire.

As His Excellency is aware, Zone time is not a new idea. It has been found necessary to adopt it in countries such as Canada, Australia and United States of America which have great trans-continental lines of railway, as it was found impossible to properly regulate the branch line connections unless some easily calculated system of hour or half-hour zones divided these countries. The Philippine Islands have also adopted 8 hour Zone time as proposed for Hongkong.

In view of the great extension of railways in the Empire of China which will undoubtedly take place in the near future it is obvious that some such system as Zone time will presently become imperative. My Committee therefore endorse the view expressed by the Chinese Imperial Maritime Customs Officials that this change should be made now rather than at a later date when the various railways are completed.

The fact that these systems are being developed by so many different syndicates embracing so many different national interests adds weight to the request that the change in official time should be made before, rather than after, the railways are completed.

From its geographical position China lends itself readily to a Zone system of 7 hours in the Western portion and 8 hours in the Eastern.

The 8 hours Zone East of Greenwich would be 112½ to 127½, therefore the 8 hour Zone could well be made to embrace the whole of China eastward of say Hankow on the Yangtze, and Canton on the Chukiang. Thus not only would the main railway systems in China be worked on the official time of 8 hours east of Greenwich, but also all the treaty ports at which the main coasting and river trade is conducted, as well as those ports at which ocean-going vessels call.

The nature of the Yangtze and West Rivers is such that steamers proceeding up river beyond Hankow and Canton respectively have to be especially constructed for the purpose and therefore will not have to run from the Eastern into the Western Zone time.

The question as to the time to be adopted at the two western treaty ports, viz.—Pakhoi and Hoihow, is a matter of comparatively small importance to the trade of this Colony, and might well be left to the decision of the Imperial Maritime Customs.

The Committee of this Chamber are unable to endorse the statement made that Zone time is unpopular with navigators; so far as their information goes this is certainly not the case—rather the reverse, as it involves no alteration of time between ports.

It might be of interest were I to add that the Foreign Telegraph Companies have already adopted universal official time in their stations in China and Hongkong.

The Harbour Master suggests that the Macao Government should be consulted, and doubtless they would like to be. My Committee have little hesitation in thinking that they will readily see advantages in agreeing to the change, more particularly as the owners of the projected Macao-Canton railway will be anxious to take advantage of any scheme which will tend to render easy the connection of their Railway with the trunk lines running into Canton.

In conclusion I am to point out that as the only argument to be brought against the scheme is that it is a change from the existing order of things, and as the advantages in favour of its adoption by Hongkong are very real, the Committee trust His Excellency the Governor will readily give his consent to the proposed change of time being officially adopted in the Colony.

I have, &c. A. R. LOWE, Secretary. Hon. F. H. May, C.M.G., Colonial Secretary.

Colonial Secretary's Office, Hongkong, 24th August, 1904.

SIR—I am directed to thank you for your full and interesting letter of the 11th instant on the subject of zone time and to inform you that His Excellency the Governor, who is in favour of adopting Zone time for Hongkong, has addressed the Governor of Macao and the Secretary of State on the subject.—I have, &c.

F. H. MAY, Colonial Secretary. The Secretary, Chamber of Commerce.

Colonial Secretary's Office, Hongkong, 27th September, 1904.

SIR—With reference to my letter of the 24th August I am directed to inform you that the Secretary of State for the Colonies has approved of the adoption of the time of 120 deg. East Longitude for Hongkong and that the Governor of Macao has stated that the adoption of the same time for that Colony would not be inconvenient.

I am now to inquire whether the Committee of the Chamber of Commerce have any suggestion to make as to the date upon which the time of Hongkong should be advanced by the 23 minutes and 18 seconds necessary to effect the change.—I have, &c.

A. R. LOWE, Secretary. Hon. F. H. May, C.M.G., Colonial Secretary.

Hongkong General Chamber of Commerce, Hongkong, 11th October, 1904.

SIR—I am directed to acknowledge the receipt of your letter of 27th ultimo (No. 7748/40 C.O.D.) notifying this Chamber that the proposal to adopt Zone Time has been approved of by the Secretary of State for the Colonies and I am requested to thank you for your courtesy in asking the opinion of my Committee as to the date when the change in time should be made in this Colony.

The Committee desired me to suggest that the 1st January next appeared to them a convenient date on which to advance the local time, but should His Excellency the Governor prefer to make the change at an earlier date there would be no objection to this course being adopted, as it does not appear necessary to give any long notice of the contemplated change.—I have, &c.

A. R. LOWE, Secretary. Hon. F. H. May, C.M.G., Colonial Secretary.

Colonial Secretary's Office, 14th October, 1904.

SIR—I am directed to acknowledge your letter of 11th October, and in reply I am to inform you that as no advantage would appear to be gained by waiting His Excellency has ordered that this Colony shall adopt the time of 120 deg. East Longitude on and from Sunday, the 30th October.

A notification to this effect will appear in the Newspapers and Government Gazette.—I have, &c.

F. H. MAY, Colonial Secretary. The Secretary, Chamber of Commerce.

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CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES, AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS, BOMBAY.

Hongkong, 6th April, 1904.

[927-2]

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO. ALEXANDRIA & CAIRO, EGYPT. FINEST EGYPTIAN CIGARETTES. TRADE MARK.

LOTUS, Large Size \$5.00 per 100 Gold Tippee Medium Size \$3.75 per 100 ZAFAR, Large Size \$4.60 per 100 Medium Size \$4.20

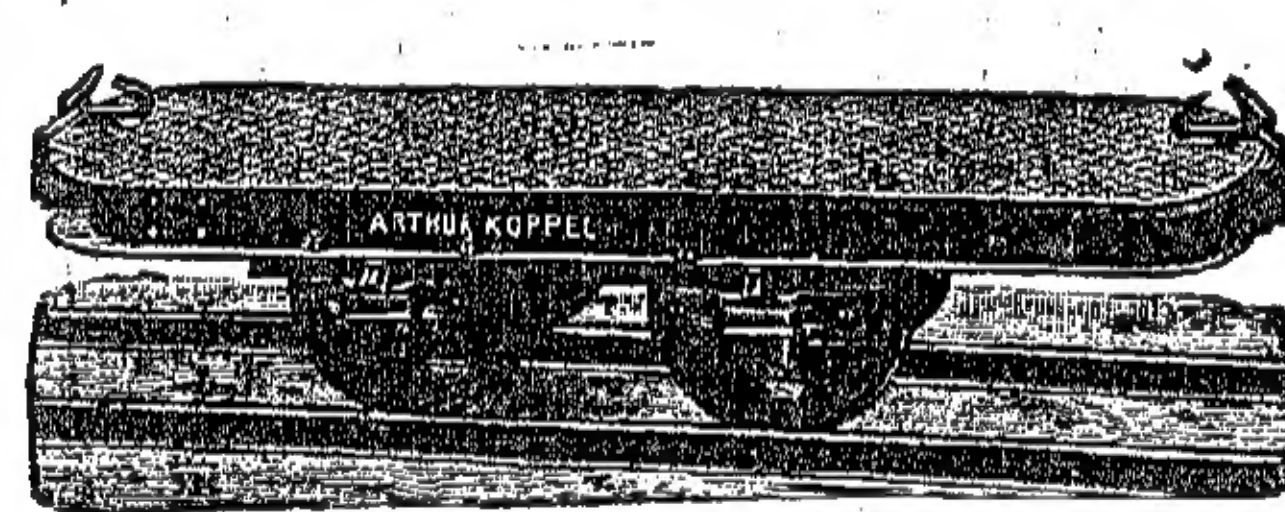


KARIM, Large Size \$3.75 per 100 Medium Size \$3.50 THABIT, Large Size \$3.00 per 100 Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

1615] **KRUSE & CO., CONNAUGHT HOUSE.**

ARNHOLD. KARBURG & CO.



LARGE STOCK OF LIGHT RAILWAY MATERIAL

Hongkong, 1st October, 1904.

a333

SHIPPING.

ARRIVALS.
ACHILLES, British str., 4,483, O. P. Williams, 18th Oct.,—Shanghai 15th Oct., General.—Butterfield & Swire.
CHOWFA, German str., 1,055, F. Spiesen, 17th Oct.,—Bangkok 5th Oct., Rice.—Butterfield & Swire.
DAOMAR, German str., 921, C. Wolff, 18th Oct.,—Bangkok 11th Oct., Rice.—Butterfield & Swire.
FOREST DALE, British str., 2,284, H. Neall, 18th Oct.,—Moy 13th Oct., Coal.—Bradley & Co.
KWONGSA, British str., 1,427, P. M. E. Lake, 18th Oct.,—Canton 17th Oct., General.—Jardine, Matheson & Co.
LOOSOK, German str., 1,020, Schultzen, 18th Oct.,—Swatow 17th Oct., Rice.—Butterfield & Swire.
MARIA VALERIE, Austrian str., 2,643, Berberovich, 18th Oct.,—Trieste and Singapore 13th Oct., French Mails and General.—Sander, Wierler & Co.
PETCHABURI, German str., 1,373, G. Hillmann, 18th Oct.,—Bangkok and Kohsichang 11th Oct., Rice and Wood.—Butterfield & Swire.
TAKTAR, British str., 2,768, F. W. Evans, 18th Oct.,—Yamouner 17th Oct., General.—C. P. R. Co.
TJILATAP, Dutch str., 2,475, H. Koops, 17th Oct.,—Macassar 9th Oct., General.—Java-China-Japan Line.
YAWATA MARU, Japanese str., 2,366, A. E. Moes, 18th Oct.,—Yokohama 8th Oct. and Nagasaki 11th, General.—Nippon Yusen Kaisha.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 15th October.
Houkang, French str., for Saigon.
Chowfa, German str., for Swatow.
Hongkong, British str., for Amoy.
Jacob Diederichsen, German str., for Hoihow.
Kwonggang, British str., for Swatow.
Prudentia, Norwegian str., for Swatow.
Pundua, British str., for Hongkong.
Signal, German str., for Hongkong.
Stettin, British str., for Singapore.
Sterea, German str., for Singapore.

DEPARTURES.
 15th October.
Dort, Norwegian str., for Takao.
GAIA, German str., for Saigon.
HARIMU, German str., for Swatow.
KENMARE, British str., for Baltimore.
LIGHTNING, British str., for Calcutta.
LYRA, American str., for Manila.
MELITA, French str., for Quinhon.
SALAZIE, French str., for Hongkong.
TAKING, British str., for Manila.
WASHING, British str., for Takao.

VESSELS IN DOCK.
 15th October.
ABERDEEN DOCK.—U. S. S. *Pottlander*, *Idin*, *Agassiz*, U. S. S. *Decatur*, U. S. S. *Father*, U. S. S. *Bainbridge*, U. S. S. *Chauncey*, H. I. G. M. S. *Hansa*, *Sika*, *Yachting*, *Tinian*, *Cosmopolitan* Dock.—*Lalia*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"THALES."
 Captain Crowe, will be despatched for the above ports TO-MORROW, the 20th inst., at DAYLIGHT.
 For Freight or Passage, apply to
DOUGLAS LAFFRAK & CO.,
 General Managers.
 Hongkong, 17th October, 1904. [246]
AMERICAN ASIATIC STEAMSHIPS COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"CLAUVERBURN."
 Captain Parker, will be despatched for the above port on SATURDAY, the 22nd inst.
 For Freight, apply to
SHEWAN, TOMES & CO.,
 General Agents.
 Hongkong, 13th September, 1904. [321]
NIPPON YUSEN KAISHA.
FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.
THE Bucknall Line Steamship
"BAROTSE."
 Captain A. Lee, will be despatched as above on TUESDAY, the 25th inst., at DAYLIGHT.
 For Freight, apply to
A. S. MIHARA,
 Agent.
 Hongkong, 17th October, 1904. [246]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils, to SOUTH AMERICA, RED SEA, BLACK SEA, EVIAN, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"TRIESTE."
 Captain Mistrorigo, will be despatched as above on SATURDAY, the 29th inst., P.M.
 For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
 Agents.
 Princes' Buildings.
 Hongkong, 4th October, 1904. [3]
FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
 551 Tons, Captain J. McElroy, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS, and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.
CHEUNG ON STEAMSHIP CO., LD.,
 No. 147, Canton Road Central.
 Hongkong, 15th March, 1904. [2]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.	22nd inst., Noon.
LONDON, &c., via PORTS OF CALL	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	PINGHUY	Brit. str.	Butterfield & Swire	Butterfield & Swire	25th inst.
LONDON, AMSTERDAM & ANTWERP	JACHAON	Brit. str.	Butterfield & Swire	Butterfield & Swire	25th inst.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	T. G. Steves	Butterfield & Swire	25th inst.
MARSEILLES & LONDON, via S'PORE, &c.	JAROSSE	Brit. str.	A. Lee	Nippon Yusen Kaisha	25th inst., D'light.
MARSEILLES & LONDON, via S'PORE, &c.	BRISGAVIA	Ger. str.	F. von Binzer	Melchers & Co.	25th inst., Noon.
HAVRE & HAMBURG	SCHULKE	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	15th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	29th Nov.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	13th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	27th Dec.
TRIESTE, &c., via SINGAPORE, &c.	TRIESTE	Aus. str.	Mistrorigo	SANDER, WIELER & CO.	29th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	To-morrow.
GENOA, MARSEILLES & LIVERPOOL	ACAMENON	Brit. str.	Williams	BUTTERFIELD & SWIRE	22nd Nov.
NEW YORK VIA SUEZ CANAL	CLAUVERBURN	Brit. str.	Parker	SHEWAN, TOMES & CO.	22nd inst.
NEW YORK	ALBENGA	Ital. str.	Peterson	CARLOWITZ & CO.	About 5th Nov.
NEW YORK, via PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	Peterson	STANDARD OIL CO.	About 12th Nov.
NEW YORK, via PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	To-day.
YANCOUVER, via SHANGHAI, &c.	TAKTAR	Brit. str.	F. N. Evans	CANADIAN PACIFIC R. CO.	2nd Nov.
VICTORIA (B.C.) & TACOMA via JAPAN.	LYRA	Brit. str.	G. V. Williams	DODWELL & CO., LTD.	29th inst.
VICTORIA (B.C.) & TACOMA via JAPAN.	YANCOUVER	Brit. str.	G. V. Williams	DODWELL & CO., LTD.	29th inst.
PORTLAND, OREGON	NUMANTIA	Brit. str.	Drehmer	PORTLAND & ASIATIC CO.	27th inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	A. E. Moes	NIPPON YUSEN KAISHA	21st inst., 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	L. Dawson	BUTTERFIELD & SWIRE	27th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & CO.	16th Nov., Noon.
MAZAGON	MAZAGON	Brit. str.	W. H. S. Hall	P. & O. S. N. Co.	To-day, 5 P.M.
SHANGHAI, YOKOHAMA & KOBE	M. VALERIE	Aus. str.	Berberovich	SANDER, WIELER & CO.	21st inst., P.M.
SHANGHAI	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & CO.	22nd inst., Noon.
SHANGHAI, MOJI & KOBE	BANCA	Brit. str.	P. E. Fergusson	P. & O. S. N. Co.	About 25th inst.
AMOY & MANILA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	22nd inst., 10 A.M.
POOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	26th inst., D'light.
TAMSUI, via SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	26th inst., D'light.
TAMSUI, via SWATOW & AMOY	M. STRUYE	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	30th inst., D'light.
SWATOW, AMOY & TAMSUI	THALES	Brit. str.	Crowe	DOUGLAS LAFFRAK & CO.	To-morrow, D'light.
SWATOW, AMOY & TAMSUI	HAIRLONG	Brit. str.	Mettion	DOUGLAS LAFFRAK & CO.	22nd inst., 3 P.M.
SWATOW, CHEFOO & TIENTSIN	KANSU	Brit. str.	G. S. Weigall	BUTTERFIELD & SWIRE	27th inst.
SWATOW, CHEFOO & TIENTSIN	LOOSOK	Brit. str.	R. Rodger	JARDINE, MATHESON & CO.	21st inst., 4 P.M.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	29th inst., 10 A.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	R. Rodger	JARDINE, MATHESON & CO.	25th inst., 5 P.M.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.
FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.
THE Company's Steamship
"YAWATA MARU."
 Captain A. E. Moes, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.
 This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.
 For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.
A. S. MIHARA,
 Manager.
 Hongkong, 1st October, 1904. [2350]
DAMPSCHEIFFS RHEDERET "UNION"
ACTIEN GESEL. SCHAFT, HAMBURG.

THE Steamship

"ALBENGA."
 Captain Peterson, will be despatched for the above port on or about SATURDAY, the 5th November.
 For Freight, apply to
CARLOWITZ & CO.,
 Agents.
 Hongkong, 15th October, 1904. [2319]
STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
THE Steamship
"KENNEBEC"
 will be despatched as above on or about the 12th November.
 For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 14th October, 1904. [2439]

REGULAR

STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
 1904.
"ST. HUGO"
 For Freight and further information, apply to
DODWELL & CO., LTD.,
 Agents.
 Hongkong, 9th Oct., 1904. [877]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
 in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IRON-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1907.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
 Captain T. Austin, R.N.R.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.
FARES—(week days) 1st Class (including ticket and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the 4th or 5th Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
WING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [23]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amiships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Amoy & Manila.	Sat., 22nd Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 29th Oct., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 18th October, 1904. [16]

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 23rd Oct., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 26th Oct., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	"M. STRUYE"	SUNDAY, 30th Oct., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
 Hongkong, 17th October, 1904. [15]
T. ARIMA, Manager

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. **SPEED.** **PUNCTUALITY.**
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th Oct.
R.M.S. "TAKTAR" ... 4,425 Tons ... WEDNESDAY, 2nd Nov.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 16th Nov.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 14th Dec.
R.M.S. "ATHENIAN" ... 3,852 Tons ... WEDNESDAY, 28th Dec.
 Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 242
 Intermediate on Steamers, ... 240.
 1st Class Rail ... 242

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
W. CRADDOCK, Acting General Agent,
 9, Palmer Street.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NUMANTIA"	4,370	Drehmer	October 27th, 1904.
"ARABIA"	4,483	Bahle	November 19th, 1904.
"ARAGONTA"	5,198	Schuldt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 14th October, 1904. [14]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
KOBE	MALACCA	5 P.M., 19th October	Freight only.
	W. H. S. Hall		
* SHANGHAI	SIMLA	About 21st October	Freight and Passage.
	F. R. Summers		
LONDON, &c.	MALTA	Noon, 22nd October	See Special Advertisement.
	R. A. Peters		
SHANGHAI, MOJI and KOBE	BANCA	About 25th October	Freight only.
	J. B. Fergusson		
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MALACCA	About 23rd October	Freight and Passage.
	A. F. Street		

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to

E. A. HEWETT,
 Superintendent.

Hongkong, 18th October, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES.
ZIETEN	WEDNESDAY ... 26th October
PRINZESS ALICE	WEDNESDAY ... 9th November
PRINZ HEINRICH	WEDNESDAY ... 16th November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 23rd November
PRUSSEN	WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 21st December
SEYDLITZ	WEDNESDAY ... 4th January 1905
GNESSEN	WEDNESDAY ... 18th January
BAVERN	WEDNESDAY ... 1st February
ZIETEN	WEDNESDAY ... 15th February
SACHSEN	WEDNESDAY ... 1st March
PRINZESS ALICE	WEDNESDAY ... 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY ... 29th March
PRUSSEN	WEDNESDAY ... 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 26th April

ON WEDNESDAY, the 26th day of OCTOBER, 1904, at NOON, the Steamship "ZIETEN," Captain F. von Binzer, with MAILS PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 24th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 25th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 25th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th October, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA ... { Capt. Schülke ...	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SLAVONIA (ex STRASSBURG) Capt. Madsen	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 15th Nov. Freight & Passengers.
SEGOVIA Capt. Schoenfeldt	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.
SENEGAMBIA (ex NURNBERG) Capt. Jahrg	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 13th Dec. Freight.
ARMENIA Capt. Forst	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 27th Dec. Freight.

